



04

MOBILITY + SAFETY + NEIGHBORHOOD CONNECTIVITY

GUIDING PRINCIPLE: Safe streets for all, prioritizing people walking and biking, consistent with the City's Complete Streets Design Guidelines and Vision Zero Action Plan

The emphasis on efficiently moving vehicles generated by regional commuting patterns through the core area has negatively affected the safety, mobility, access and general appearance of this neighborhood as a gateway to the city. For the foreseeable future, Route 1 will continue to be an important element of Alexandria's transportation network, and its vehicular capacity will need to be maintained. However, there are opportunities to improve how people get around in a safe and efficient manner while at the same time improving street space allocation for walking, bicycling, and taking public transportation. The future Route 1 can be transformed from a physical barrier separating the east and west sides of the neighborhood to a multifunctional street that better knits the two areas together. This is the opportunity for the neighborhood to embark on a shift that transforms Route 1 into a street that people of all ages and abilities are comfortable walking along or crossing.

This Strategy supports the implementation of enhanced streetscapes and safety measures that improve the quality of urban life and achieve a better-connected and safe neighborhood. These recommended mobility and safety improvements, developed in response to community input throughout this planning process, will help reclaim the public realm for residents who walk, bike, and take public transit. As the improvements are designed and implemented, the safety, mobility and accessibility for users of all ages and abilities will be incorporated.

In the near-term, the Strategy recommends a series of improvements on Route 1 South and other neighborhood streets, depicted in Figure 4.1 and described below:

HAWK Signal: “High-Intensity Activated crossWalk” is a traffic control device utilized to stop vehicular traffic to allow pedestrians to safely cross a busy road.

High Visibility Crosswalk: Ladder style crosswalk pavement markings designed to make pedestrians highly visible to oncoming traffic.

Removing crosswalks: In some cases, removal of crosswalks is recommended to reduce conflicts between vehicles and pedestrians.

Traffic Control: Traffic control device(s) such as plastic flexi-posts to prevent cut through traffic onto Gibbon Street.

Raised Pedestrian Crosswalk: Traffic calming device that extends the sidewalk across the road and brings cars to the pedestrian level.

Leading Pedestrian Interval (LPI): Pedestrian traffic signal that provides a 3-7 second head start before a signal turns green for motorized vehicles in the same direction of travel.

Painted Curb Extension: Usually implemented on neighborhood streets to visually and physically narrow the road, creating shorter and safer crossings for pedestrians.

Concrete Bus Bulb-out: Concrete curb extension that aligns the bus stop with the parking lane. This helps the bus align to the bus stop without modifying its trajectory in the travel lane.

In the mid- and long-term, as redevelopment of sites adjacent to the Wilkes Street public park occurs, this Strategy recommends that improvements to the Park include comfortable and safe walking and bicycling facilities within the Park as well as implementation of a raised crossing across Alfred Street to connect the east and west sides of the Wilkes Street Park (Figure 4.2). These measures will improve safety and neighborhood connectivity as well as access to the park for neighbors of all ages and abilities. Private development will also provide streetscape improvements on Route 1 and neighborhood streets (Figure 4.2) consistent with the City’s Complete Streets Design Guidelines street typology (Figures 3.7, 3.8, and 3.9) to further improve the pedestrian experience. In the long term, this Strategy also recommends a new landscaped median on Route 1 and exploration of the feasibility of a pedestrian crossing at Wolfe Street.

Finally, the Strategy recommends coordination with the Virginia Department of Transportation (VDOT) to explore the feasibility of additional traffic calming measures on the VDOT-owned portion of Route 1, south of Franklin Street. Potential measures to explore could include but are not limited to extension of the landscaped median or treatments to the sound walls, to help calm traffic as it enters the city.

It will take commitment, but Alexandria does not have to choose between automobiles, pedestrians, or a beautiful and

prospering street. Incorporating the City’s Complete Streets Design Guidelines and multi-modal best practices, Alexandria can have streets that serve all roadway users if the City, property owners of redevelopment sites, and the community continue to work together to implement the recommended improvements for Route 1 and other neighborhood streets.

Figure 4.1: Map of Short-Term Improvements

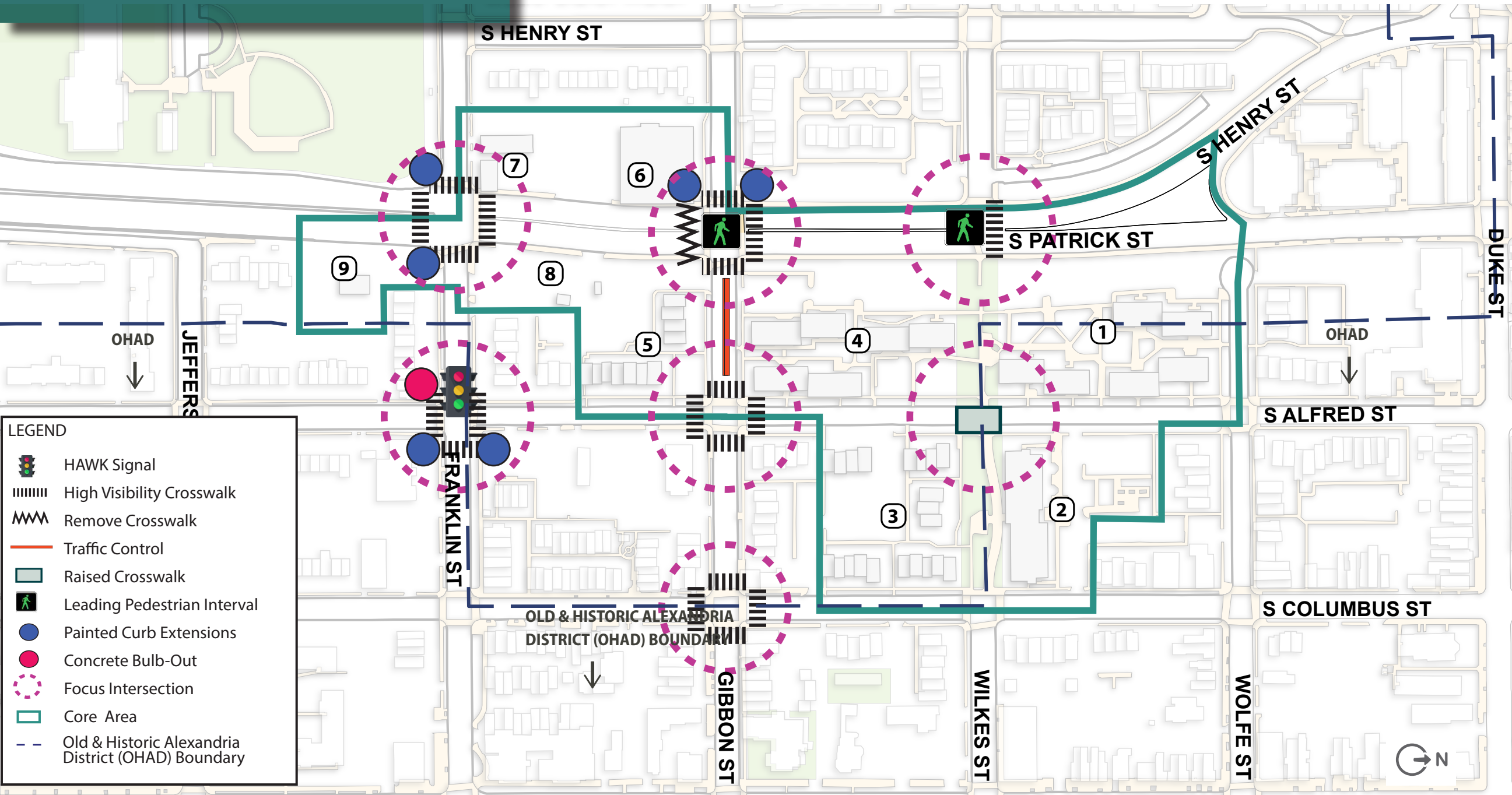
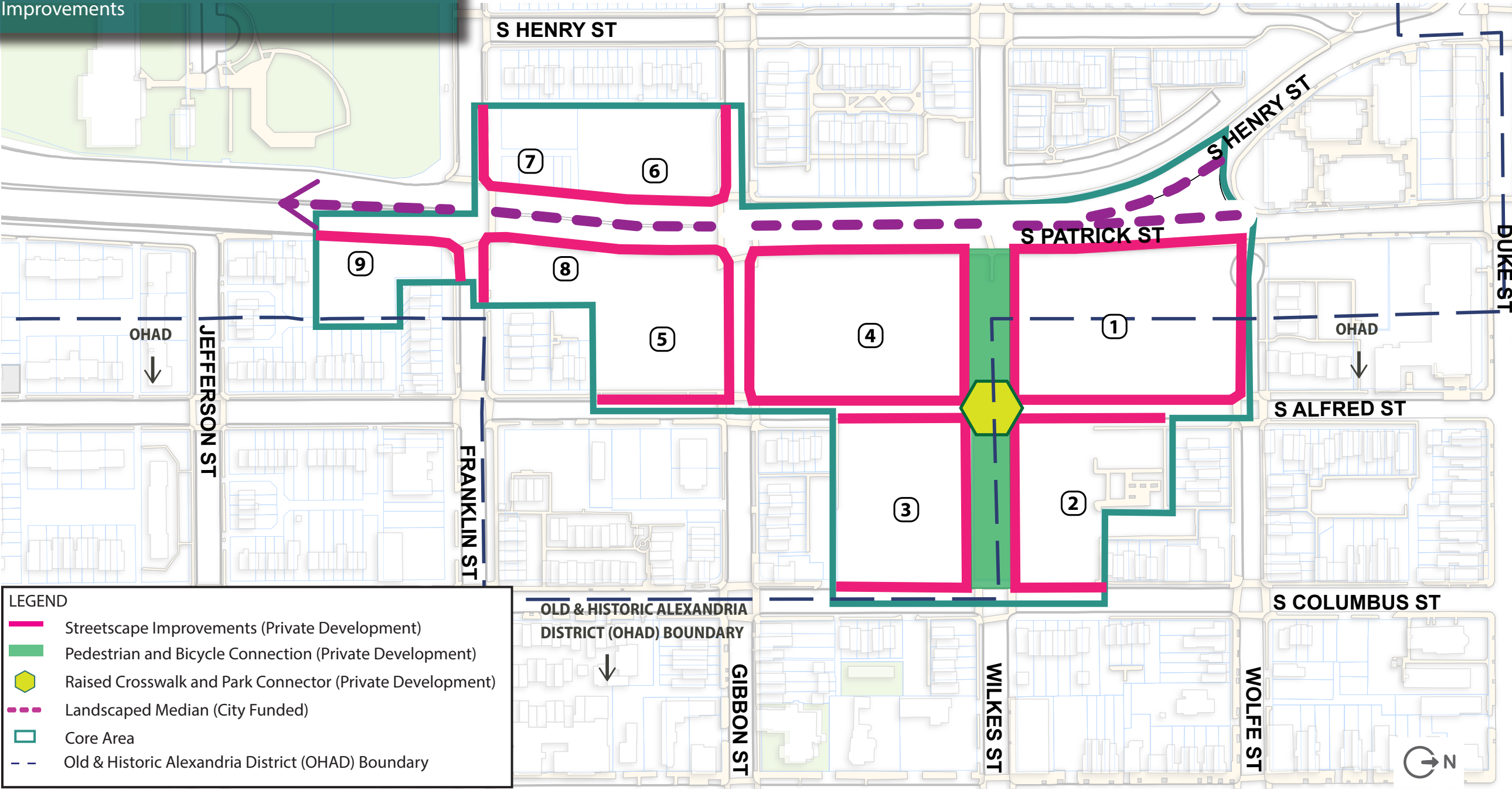
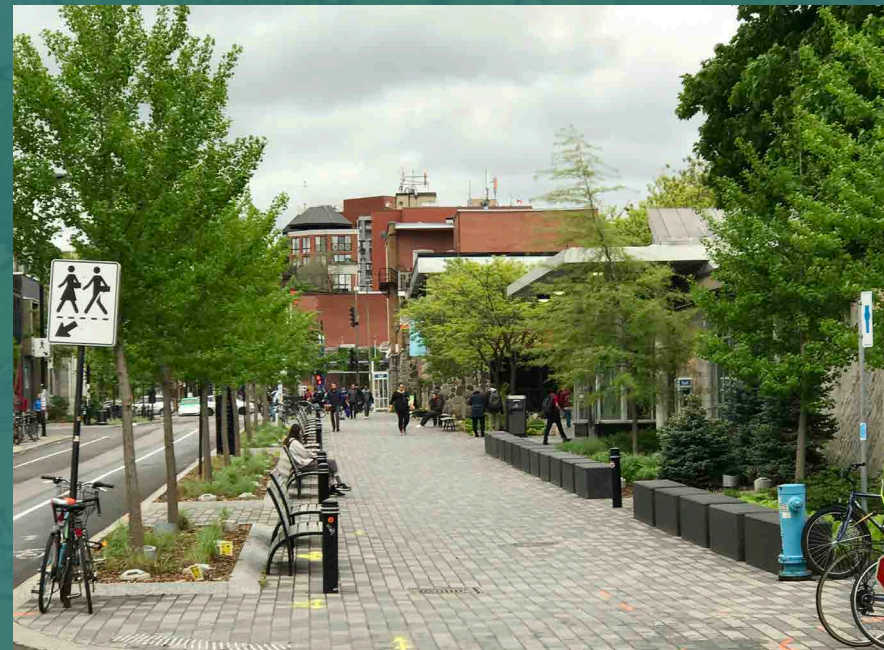


Figure 4.2: Map of Medium and Long -Term Improvements





RECOMMENDATIONS

1. The City will implement near-term improvements depicted in Figure 4.1 through the City's Vision Zero Action Plan.
2. The City will actively pursue City grant funding and other funding for implementation of mid- and long-term improvements not already covered through redevelopment as depicted in Figure 4.2.
3. Redevelopment will implement streetscape improvements as shown in Figure 4.2.
4. Redevelopment will fund improvements to accommodate people walking and biking within Wilkes Street Park.
5. Redevelopment will implement an at-level crossing on Alfred Street connecting the east and west sides of the Wilkes Street Park.
6. Each redevelopment site will conduct a transportation analysis to study and mitigate traffic impacts.
7. The City will explore the feasibility of extending the Route 1 median south of Franklin Street and/or other methods to calm traffic in collaboration with VDOT.
8. The City will explore the feasibility of a signalized pedestrian crossing for Route 1 at Wolfe Street, and/or other street operational changes for pedestrian and bicyclist safety improvements as redevelopment occurs.

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